

## HAMBURG, ASHLEY COUNTY, ARKANSAS

It was said that "in the most ancient times" Hamburg was settled at the crossing of an East and West trail with Merrill's \*\* trail. Among the first settlers were E. D. Watson and Sampson L. Moore, Merchants; J. T. Files and Sanford , Saloon keepers; J. W. Vangilder and A. W. Files. Lawyers; Connerly, school teacher and Ben Tiner, Sheriff. The town was largely utilized for homes of the owners of Bayou plantations, who when roads were fair could easily drive down, oversee their plantations and return home in two or three days.

**BUSINESS CONCERNS.** In the late 80,s the leading merchants were Dean and Cone , General Mdse., E and N side of square; E. D. Watson S. E. corner of square; J. H. Pryor, Drugs, E. and S. side; W. F. McCombs, W and S side; E. A. Scott, Livery stable, S. and W. side and A. H. Wilson, later Wilson & Kittrell on the west side. Later Kittrell moved into a new brick on the S. side, they failed and were succeeded by T. A. Jackson. All buildings in the town were frame except the Court House, two story brick in center of the square and the jail a block distant away from the square to the West. A fire about 1889 burned the south side, when McCombs and Pryor each rebuilt with brick.

In the early 90,s upon completion of the Missouri Pacific through Portland, Parksdale and Wilmont , Dean and Cone dissolved partnership, J. D. Dean taking over the Portland store and the Herren plantation , W. T. Cone taking over the Wilmont store and the Cone plantation (Montrose) and J. J. Dean along with T. B. Savage and J. D. Norris taking the Hamburg store and J. J. Dean the Normandy plantation near Parkdale. D. B. Pugh and Bros. or Pugh Bros were succeeded by W. M. Whitlow & Bros, and moved into a new brick building on south side of square. This was about the situation when the railroad was built into Hamburg, 1898.

**SCHOOLS** In the early days Prof. Connerly, father of Curtise , later lawyer in Lake Village, organized a stock company and built a 2 story frame building one fourth mile west of square. He was followed in teaching by W. H. and J. M. Gladney who taught the grammar and high schools for many years. About 1889 R. E. Rankin took over as principal. He brought from Tennessee three teachers, Miss Whitaker, Miss Hughes and Miss Healan, who naturally took a great part in Hamburg social life. The students of all ages reached close to 150 and it became necessary to add a small building on the East side of the main building.

\*\* A famous horse and slave thief of antebellum days.

In 1892 J. T. Cowling was principal and Herrin asst. for one year. Gus Roby, a graduate, wrote and delivered the graduation speech and Miss Annie Joe Guise, another graduate, played the piano. The next year a Mr. Killen took over as principal. During all these years Mr. Morseheimer taught music in the school building. He died about 1895 and the town split wide open over his successor. The Normans, Pryors and Willows et al on one side supporting Miss Meuse and McCombs, Pughs and Kittrells supporting Miss Sue Meek of Warren (later Mrs. W. S. Goodwin) This was no split, it was a cleft and was taken into court. In the meantime two schools were established. The McCombs, Pugh factions employing Graham, Thatchand Peoples in the regular schoolhouse and the Pryor, Norman faction opened the public school in a rented building (a dwelling). It took about two years to settle the matter by a court decree, when both factions opened the public school in the old school house with Hunter, Clary and Hunter in charge. The breach was closed about 1895. They continued about two years.

TRANSPORTATION : In the earliest days some freight may have been hauled from Gaines Landing and Grand Lake on the Mississippi River. Mainly it was hauled by wagons from Marie Saline Landing on the Ouchita River and from Portland and Poplar Bluff on Bayou Bartholomew. In those days the merchants traded largely with commission houses in New Orleans who served both as banks and merchants. In the spring the merchants would go to New Orleans, settle up and obtain credit for the current year. He, in turn, would purchase goods shipped by boat to the said landings and haul necessary supplies to his plantations and stores and then sell on credit to the farmers, who paid their bills in the fall with cotton, which in turn was consigned and likewise shipped to the commission houses for credit. After a railroad was built to Monticello and Warren, freight was hauled from Collins and then when the through railroad was built through Portland about 1889 practically all freight was hauled from Portland. In the meantime Memphis, St. Louis and Little Rock had gradually cut in on the New Orleans market. Banks in other cities were used for credit and checks substituted for the old sight draft. About 1894 an Iowa man came to Hamburg and established the first bank, Ashley County Bank. He operated it about a year when the Hamburg merchants bought him out, making J. H. Pryor president, T. B. Sawyer, cashier and R. E. Pugh Asst. casher. The first potential railroad for Hamburg was proposed by D. C. Corbin, a New York financier. He planned to set up a 10,000 acre plantation near the North end of Lake Chicot into ten acre plots and sell the plots to Italian gardners. He visualized the lumber industry in Arkansas, rather Ashley County, and projected a railroad from his plantation to Hamburg. He started a survey from the plantation, it reached overflow hill when he was killed in a runaway team on Broadway N. Y. and the project collapsed.

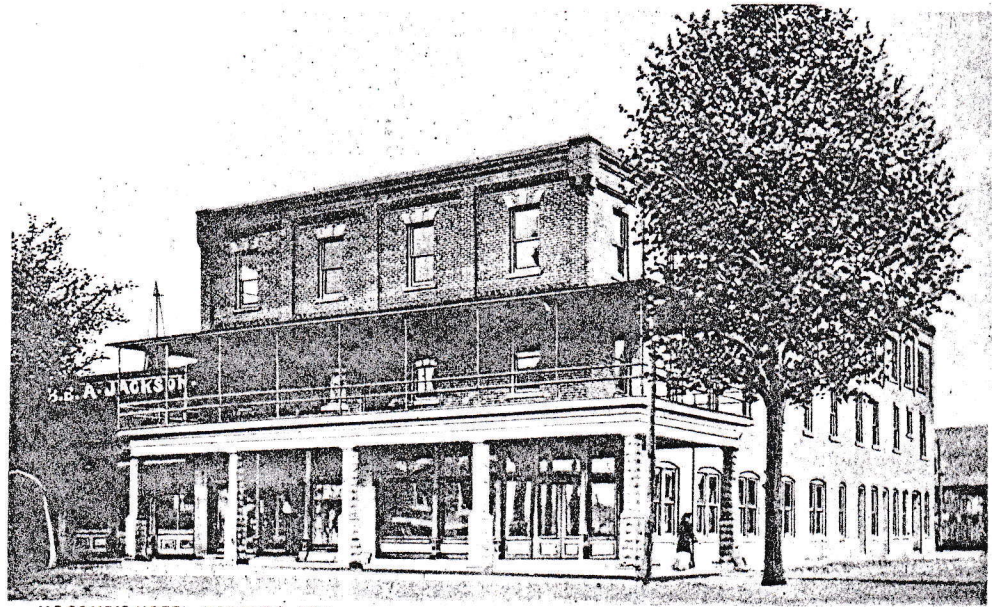
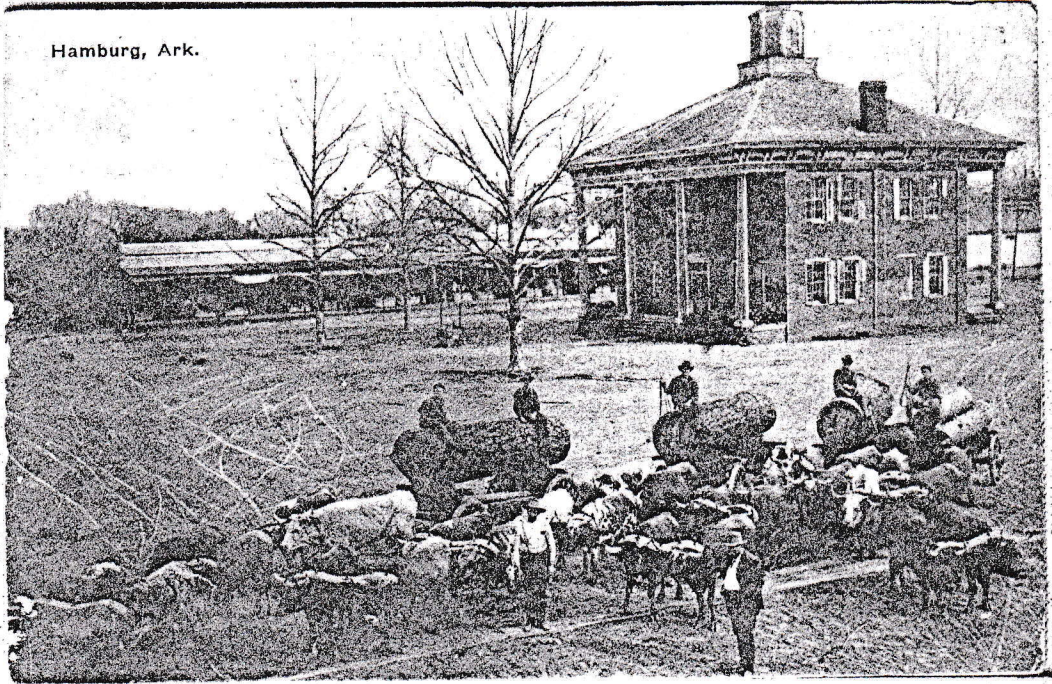


Early in 1879 the Hamburg businessmen formed a mutual organization to contribute land as a bonus to any railroad to serve Hamburg. The leaders were W. F. McCombs, J. D. Pugh, J. J. Dean, T. A. Jackson, W. M. Whitlow, J. H. Pryor and Z.T. Hedges. Each guaranteed so many acres of land. Through Mr. Randall Silverman this proposition was brought to the attention of Mr. J. M. Parker who had recently made a gold strike in Cripple Creek, Colorado. He came to Hamburg and investigated the proposition. He returned to Colorado and organized the Mississippi River Hamburg and Western Railroad company with himself as president and principal directors were Preston, H. K. Devereaux (later lost arm in Rough Riders of S. A.) - Babbitt (later organizer of the Utah copper mine) and Randall Silverman et al. They appointed A. M. Gibson of Cripple Creek chief engineer. Mr. Gibson organized a locating party in Hamburg. Harper as transit man (late of Arkansas legislature) and party personnel made up of local boys, Hampton Pugh, Rhinaldo Baird, Sam Brown, Turner White, John Wilson, Fred Skull, Dolph Wells and Gus Roby. He started the preliminary survey from a point in the old baseball grounds, near the present depot, sometime in 1897, completed the survey to a point out in the swamp beyond the Cone place now Montrose, and shortly began the location of the center line of the railroad. This took most of the summer. He then disbanded the party but kept in his employ Turner White, Dolph Wells and Gus Roby. Mr Parker spent the next six months or year in New York financing the construction sending alternate reports of success and failure, and finally success. Actual construction was commenced at Montrose in the spring of 1898. Second hand steel wood burning locomotive and half a dozen S. H. flatcars were purchased from the Missouri Pacific Railroad. Ties were contracted from the local farmers along the right away. Fred Skull of the locating party took over the job as the first locomotive fireman which considering the fuel required more work than both the honor and remuneration. The rail was laid to Hamburg that year, depot with headquarters in the second story, built and occupied. It started with J. M. Parker, general manager, with office personnel - Hughes, Wolbert, Scha and Nathan. Randall Silverman and McCorran were conductors. In 1899 the railroad was completed to Lake Village and on to Luna Landing on the Mississippi River.

Written by Miss Katherine Baird, around 1910, and Published in the "ASHLEY COUNTY EAGLE" owned by Samuel B. Baird.

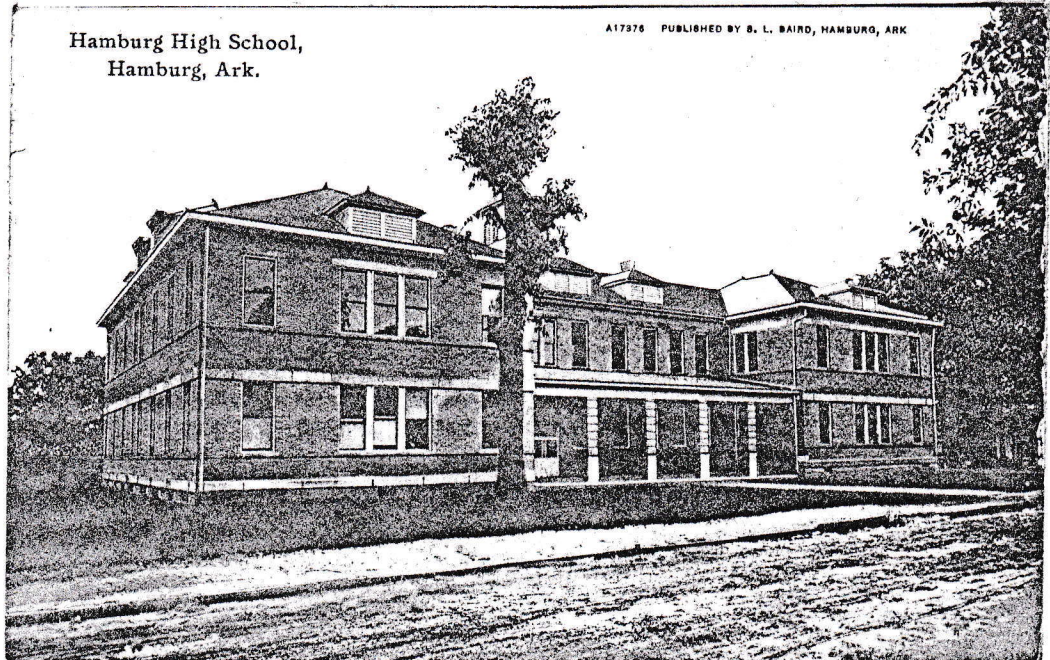


Hamburg, Ark.



Hamburg High School,  
Hamburg, Ark.

A17976 PUBLISHED BY S. L. BAIRD, HAMBURG, ARK



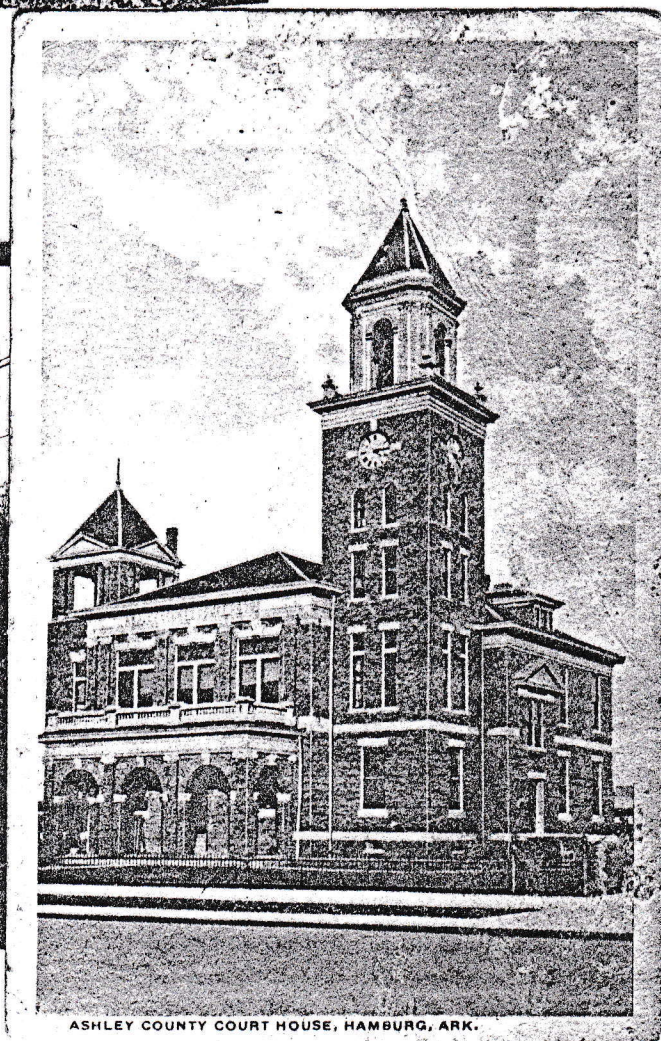
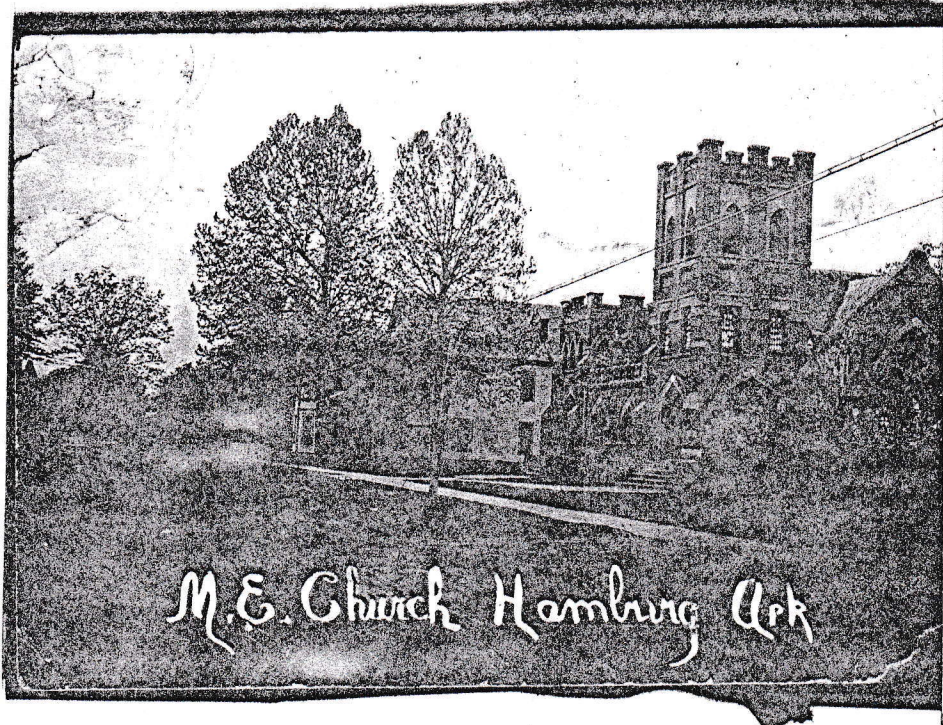
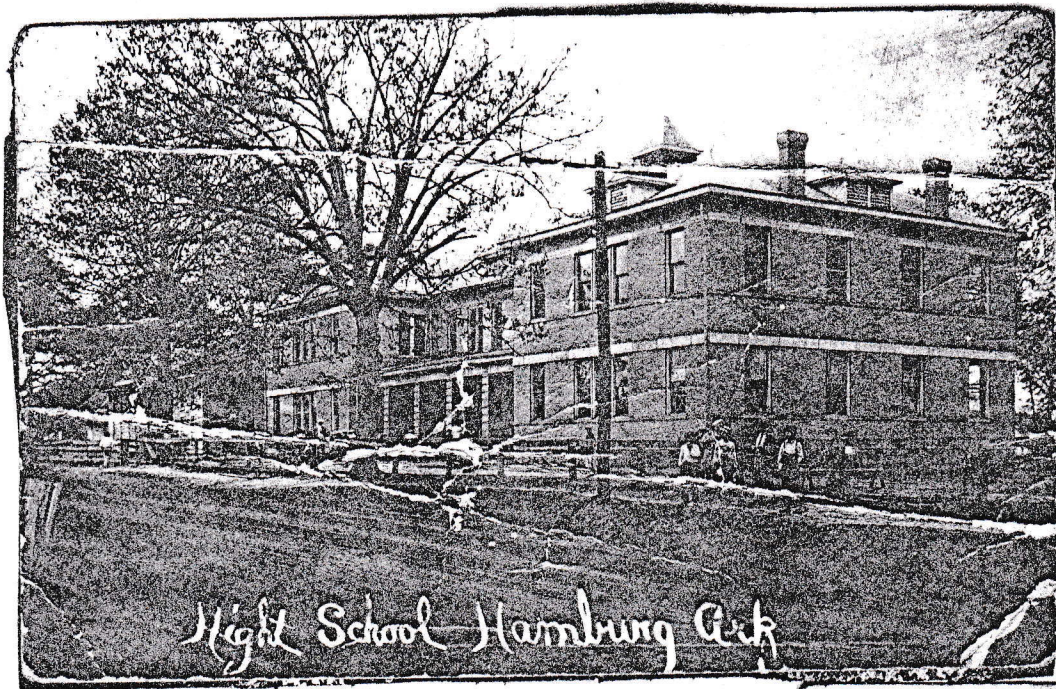




M.E. Church, South, Hamburg, Ark.

*Replaced by "First Methodist Church"  
about 1910.*







-- Hamburg --

CLINE'S ISLAND GIN COMPANY

ROUTE 2 — PHONE 2072

It was said that "in the most ancient times" <sup>ESSEX, MISSOURI</sup> Hamburg was settled at the Xing of an east and west trail with Merrill's\* trail. Among the first settlers were E. D. Watson and Sampson L. Moore merchants; J. T. Files and — Sanford, saloon keepers; J. W. Vangilder and A. W. Files, lawyers; — Connerly, school teacher and Ben Tiner, Sheriff. The town was largely utilized for homes of the owners of Bayou plantations, who when roads were fair, could easily drive down, oversee their plantations and return home in two or three days.

Business concerns. In the late 80's the leading merchants were Dean & Cone general mchse., E. and N. side of square. Pugh Bros. Co. N. and E. side of square. E. D. Watson S. E. corner of square; J. H. Pryor, drugs, E. and S. side; W. F. M<sup>c</sup>Combs W. and S. side; E. A. Scott, livery stable S. end of W. side and A. H. Wilson, later Wilson & Kittrell on the west side. Later Wilson & Kittrell moved into a new brick on the S. side, they failed and were succeeded by T. A. Jackson. All buildings in the town were frame except the court house, two story brick in center of the square and the jail a block distant away from the square to the west. A fire about 1889 burned the south side, when M<sup>c</sup>Combs and Pryor each rebuilt with brick.

In the early 90's upon completion of the Missouri Pacific through Portland, Parkdale and Wilmot, Dean & Cone dissolved partnership, J. D. Dean taking over the Portland store and the Herren plantation, W. T. Cone taking over the Wilmot store and the Cone plantation (Missouri) and J. J. Dean along with T. B. Savage and J. D. Norris taking the Hamburg store and J. J. Dean the Normandy plantation near Parkdale. P. B. Pugh & Bros, or Pugh Bros. were succeeded by W. M. Whitlow & Bro. and moved into a new brick building on south side of square. This was about the situation when the railroad was built into Hamburg, 1898.

Schools. In the early days Prof. Connerly, father of Curtiss later lawyer in Lake Village, organized

\* a famous horse and slave thief of antebellum days.



2

a stock company and built a 2 story frame building  $\frac{1}{4}$  mile W. of square. He was followed in teaching by W. H. and J. M. Gladney who taught the grammar and high schools for many years. About 1889 R. E. Rankin took over a principal. He brought from Tennessee three teachers, Miss Whitaker, Miss Hughes and Miss Healan, who naturally took a great part in Hamburg social life. The students of all ages reached close to 150 and it became necessary to add a small building on the E. side of the main building. In 1892 J. T. Cowling was principal and Harner asst. for one year. Gus Roby, a graduate, wrote and delivered the graduation speech and Miss Annie Fox Quise, another graduate, played the piano. The next year a Mr. Killen took over as principal. During all these years Mr. Morecheimer taught music in the school building. He died about 1895 and the town split wide open over his successor, the Normans, Poyers and Whillows et al on one side supporting Miss Mauser and M<sup>rs</sup> Combs Pugh and Kittrells & supporting Miss Sue Meek of Warren (later Mrs. W. S. Goodwin). This was no split it was a cleft and was taken into the courts. In the meantime two schools were established. The M<sup>rs</sup> Combs Pugh faction employing Graham, Shatch & Peoples in the regular school house and the Poyor, Norman faction opened the public school in a rented building (a dwelling). It took about two years to settle the matter by a court decree, when both factions opened the public school in the old school house with Hunter, Clary and Hunter in charge. The breach was closed about 1895. They continued about two years.

Transportation. In the earliest days some freight may have been hauled from Gaines Landing and Grand Lake on the Mississippi River. Mainly it was hauled by wagons from Marie Saline Landing on the ~~Atchafalaya~~ Atchafalaya River and from Portland and Poplar Bluff on Bayou Bartholomew. In these days the merchants traded largely with commission houses in New Orleans who arrived both as banks and merchants. In the spring the merchants would go to New Orleans, settle up and obtain credit for the current year. He in turn would purchase goods shipped by boat to the said landings and haul necessary supplies to his plantations and stores and then sell on credit to the farmers, who paid their bills in the fall with cotton, which in turn was consigned and likewise shipped to the commission houses for credit. After a railroad was built to Monticello and Warren, freight was hauled from



3

Collins and then ~~went~~ when the through railroad was built through Portland about 1889, practically all freight was hauled from Portland. In the meantime Memphis, St. Louis and Little Rock had gradually cut in on the New Orleans market. Banks in other cities were used for credit and checks substituted for the old sight drafts. About 1894 an Iowa man came to Hamburg and established the first bank, Ashley County Bank. He operated it about a year when the Hamburg merchants bought him out, making J. H. Poyor president, T. B. Savage, cashier and R. E. Pugh asst. cashier. The first potential railroad for Hamburg was proposed by D. C. Corbin, a New York financier. He planned to cut up a 10,000 acre plantation near the north end of Lake Chicot into ten acre plots and sell the plots to Italian gardeners. He visualized the lumber industry in Arkansas, rather Ashley County, and projected a railroad from his plantation to Hamburg. He started a survey from the plantation, it reached Overflow Hill when he was killed in a runaway team on Broadway N. Y. and the project collapsed.

Early in 1897 the Hamburg businessmen formed a mutual organization to distribute land as a bonus to any railroad to serve Hamburg. The leaders were W. F. McCombs, J. D. Pugh, J. J. Dean, F. A. Jackson, W. M. Whitlow, J. H. Poyor and R. T. Hedges. Each guaranteed so many acres of land. Through Mr. Randal Silverman this proposition was brought to the attention of Mr. G. M. Parker who had recently made a gold strike in Cripple Creek Colorado. He came to Hamburg and investigated its proposition. He returned to Colo. and organized the Mississippi River Hamburg and Western Railroad company with himself as president, and Principal Directors were - Preston, H. K. Devereaux (later lost arm in Rough Riders of S. A.), - Babbitt (later organizer of the Utah Copper mine) and Randal Silverman et al. They appointed A. M. Gibson of Cripple Creek chief engineer. Mr. Gibson organized a locating party in Hamburg. - Harper as transit man (later of Arkansas legislature) and party personnel made up of local boys, Hampton Pugh, Rhinoldo Baird, Sam Brown, Turner White, John Wilson, Fred Skull, Dolph Wells and Gus Roby. He started the preliminary survey from a point in the old baseball grounds, near the present depot. Sometime in 1897, completed the survey to a point out in the swamp beyond the Cone place now mentrose, and shortly began the location of the



4

center line of the railroad. This took most of the summer. He then disbanded the party but kept in his employ Turner White, Dolph Wells and Gus Roby. Mr. Parker spent the next six months or year in New York financing the construction sending alternate reports of success and failure, and finally success. Actual construction was commenced at Montrose in the spring of 1898. Second hand steel wood burning locomotive and half a dozen S. H. flatcars were purchased from the Missouri Pacific Railroad. Ties were contracted from the local farmers along the right of way. Fred Skull of the locating party took over the job as the first locomotive fireman, which considering the fuel required more work than both the honor and the remuneration. The rail was laid to Hamburg that year, depot with headquarters in the second story built and occupied. It started with J. M. Parker general manager, with <sup>office</sup> personnel - Hughes, - Wolbert, - Scha and Nathan. Randall, Silverman and M. Corran were conductors. <sup>station agent.</sup>  
In 1899 the railroad was completed to Lake Village and on to Luna landing on the Mississippi River.